



January 25, 2007

TO: Transportation Authority of Marin Commissioners

FROM: Dianne Steinhauser, Executive Director

RE: Adopt TAM's 2007 Legislative Platform, Agenda Item 7

Dear Commissioners:

Executive Summary

At the TAM Board meeting of December 14th, 2007, the TAM Board were presented with a draft legislative platform for the 2007 legislative year by TAM's state-level legislative advocates, Shaw-Yoder. Josh Shaw and Gus Khouri presented the draft platform and responded to comments from Board members and the public. They committed to returning in January 2007 after further adjustments to the platform in concert with TAM's Executive Director.

Attached is the final TAM Legislative Platform for the 2007 legislative year. The platform focuses on state level activity but also encompasses federal goals as well, which are somewhat limited due to other more pressing Congressional priorities. TAM will be continuously reporting on legislative activity that address the TAM priorities over the next year. At the TAM Board meeting, staff will discuss changes made in response to comments from the December meeting.

Recommendation: Adopt the TAM 2007 Legislative Platform.

Attachment: 2007 Legislative Platform

Transportation Authority of Marin
2007 Legislative Platform
(Revised as of January 17th)

I. Infrastructure Bond Implementation and Fund Allocation

1. Support timely and equitable allocation by the Legislature of funding from the Proposition 1B transportation bond. This includes funding for local streets and roads, transit funding, as well as project specific funding such as funds for the Marin-Sonoma Narrows carpool lane and the Greenbrae/580/101 connector complex.
2. Support the equitable distribution of prop 1C (housing bond) and prop 84 (park bond) funds geared towards reduction of automobile trips.
3. Support legislation defining eligibility for State-Local Partnership Program (SLPP) funds from the Proposition 1B transportation bond, specifically calling for and allowing local road rehabilitation to be eligible for the matching state funds.

II. Transportation Funding

1. Work to ensure the payback of Prop 42 loans to the General Fund.
2. Support legislation authorizing local governments, including the Transportation Authority of Marin, to levy an additional fee on the annual registration of motor vehicles in the county to fund the construction, improvement and maintenance of local streets and highways, as well as congestion management and pollution prevention programs.
3. Monitor the Metropolitan Transportation Commission's efforts to seek an author for the development of new MTC regional fee authority for raising revenues to address the maintenance and rehab of local streets and roads, both pavement and non-pavement needs. Consider supporting authorization of new regional transportation fee authority, which would administer regional transportation revenue .
4. Protect Marin County's statutory portions of the state and federal highway and transit funding programs.
5. Support ongoing and sustainable transit funding for the Marin County Transit District, including revenue currently derived from the "spillover" formula that increases state transit funding when gasoline prices are high.
6. Seek a fair share for Marin County of any state or federal discretionary funding made available for transportation projects or programs.

7. Pursue federal appropriations, earmarks and state funding, including budget and California Transportation Commission allocation actions, for TAM's priority projects, including:
 - Highway 101 Gap Closure through central Marin County
 - Marin-Sonoma Narrows
 - Highway 101/580/Greenbrae complex projects
 - Marin County's federal non-motorized vehicle / bicycle demonstration program
8. Support transportation initiatives that increase the overall funding levels for transportation priorities in Marin County, such as school access, local streets and roads, and bicycle and pedestrian programs.
9. Continue to protect local government's property tax revenues used for general fund purposes, including road rehabilitation and maintenance.
10. Support ongoing efforts to protect and enhance federal funding as authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU), and to ensure that the federal government provides a fair share return of funding to California. Support efforts to maximize and expedite New and Small Starts funding that may benefit transit in Marin.
11. Oppose any proposal that could reduce Marin County's opportunity to receive transportation funds, including diversion of state transportation revenues for other purposes. Fund sources include, but are not limited to, State Highway Account (SHA), Public Transportation Account (PTA), Proposition 42, and the Transportation Development Act (TDA).

III. Project Delivery

1. Support legislation authorizing additional tools for agencies to use in delivering projects at reduced costs or reduced time, including unique procurement options for engineering and construction contracts such as design-build.
2. Support more flexibility in transportation agencies utilizing public-public and public-private partnerships.
3. Support legislation and/or administrative reforms to streamline local transportation project delivery processes and enhance Caltrans' project delivery capacity.
4. Support legislation and other efforts to encourage the Federal Highway Administration, Federal Transit Administration, and the National Environmental Protection Agency to reform administrative procedures to expedite federal review and reduce delays in payments to local agencies and their contractors for transportation project development, right-of-way and construction activities, such as delegation to California the responsibilities of the Federal Highway

Administration under the National Environmental Protection Act.

IV. Air Quality

1. Support legislation ensuring any fees imposed to reduce vehicle miles traveled, or to control mobile source emissions, are used to support transportation programs that provide congestion relief or benefit air quality.
2. Support policies that improve the environmental review process to minimize conflicts between transportation and air quality requirements, assuring that the new improvements will not have negative impacts on greenhouse gas emissions.
3. Support legislation to provide funding for innovative, intelligent/advanced transportation and air quality programs, which relieve congestion, improve air quality and enhance economic development.

V. Alternative Modes (Transit, Bicycles, Livable Communities, Ridesharing)

1. Support maintaining and enhancing the current levels of state and federal funding for bicycle and pedestrian programs, such as the “Safe Routes to Schools” program, a state-level non-motorized transportation pilot program, or other similar programs..
2. In partnership with other affected agencies and local governments seek additional funding for paratransit operations, including service for persons with disabilities and senior citizens.
3. Support legislation providing incentives in connection with rail and multimodal transit stations, such as transit oriented development funding, including that provided in Proposition 1C.
4. Work with MTC to obtain an increase to the federal Ferryboat Discretionary (FBD) Funds to provide an annual earmark for the Bay Area, similar to Washington State and Alaska, with priority given to existing ferry capital projects.
5. Support federal and state income tax benefits or incentives that encourage use of alternative fuel vehicles, van pools and public transit without reducing existing transportation or air quality funding levels.
6. Oppose additional expansion of high-occupancy vehicle (HOV) lanes to usage by other than high-occupancy vehicles and those vehicles currently allowed by law to use such lanes.